

TUGS & TOWING NEWS.

SAPOR SHIPBUILDING INDUSTRIES DELIVERS TWO POWERFUL TUGS TO WINNING GROUP FOR OPERATIONS IN GUINEA



On 16th May 2026, Sapor Shipbuilding Industries Sdn Bhd successfully delivered two newly built tugboats to the Winning Group. The vessels, named **Winning Tug 1** and **Winning Tug 2**, are specifically designed and equipped, Mega Salutes Ship Design, for maritime operations in Guinea, West Africa, where they will play a vital role in the group's logistics supply chain. Built at Sapor Shipbuilding Industries' shipyard in Sibul, Malaysia, the twin tugs feature a length overall of 28 meters and a beam of 11.50

meters. This design provides an exceptionally stable and agile platform, tailored to meet the demanding coastal and harbor operations in West Africa. *Compact Power and Superior Maneuverability* The vessels are powered by a robust and reliable propulsion configuration, featuring two Cummins K50M main engines delivering 1,800 hp each. Coupled with advanced Schottel Azimuth thrusters (ASD), the tugs offer outstanding manoeuvrability and a strong bollard pull of 45 tonnes. With a practical draft of 3.80 meters, the vessels are perfectly optimized for operations in both deep waters and shallow estuaries. *Strategic Fleet Expansion in West Africa* With the deployment of **Winning Tug 1** and **Winning Tug 2**, Winning Group significantly enhances its maritime capabilities in Guinea. The tugs will primarily focus on assisting bulk carriers and supporting large-scale bauxite logistics in the region. Sapor Shipbuilding Industries congratulates Winning Group on this valuable addition to their fleet and wishes the vessels and their crews safe voyages. *Technical Specifications:* Vessels: Winning Tug 1 & Winning Tug 2; Vessel Type: Azimuth Stern Drive (ASD) Tug; Length Overall (LOA): 28.00 m; Beam: 11.50 m; Draft: 3.80 m; Main Engines: 2 x Cummins K50M (Total 3,600 hp); Azimuth Thrusters: Schottel; Bollard Pull: 45 tonnes; Delivery Date: 16th May 2026. (Source: Sapor)

AUGUSTA TUGBOATS (MSC) WINS BACK THE TOWING SERVICE IN THE PORTS OF THE STRAIT OF MESSINA.

The company, the only one in the competition, proposed an annual cost of 15.057 million euros. The sole bidder in the tender launched at the beginning of the year, Rimorchiatori Augusta, a company belonging to the MedTug (MSC) group, was awarded the concession for towage services in the ports of the Strait of Messina, Milazzo, Reggio Calabria, Villa San Giovanni and Tremestieri. The tender was announced in January, with an estimated value net of VAT of €251,310,510 and the issuance of a 15-year contract, valid from September 1, 2026, to August 31, 2041. The



company won the contract by proposing an annual cost of €15,057,094, for a total of €225,856,410 million. Rimorchiatori Augusta has been responsible for towing services in the Strait of Messina since 2020, when it took over the concession—expiring in 2024—held by Carmelo Picciotto, formerly of Giuseppe Rimorchiatori Srl. In 2021, the concession was extended until July 2025. Subsequently, the Messina Port Authority further extended its term "until December 31, 2025, or in any case by the closing date of the tender" for the issuance of the new concession. *(Source: Shipping Italy)*

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ROMANIAN OFFICIALS INDICTED IN €7 MILLION EU-FUNDED TUGBOAT FRAUD

Four Romanian public officials and two other defendants have been indicted over the alleged fraudulent procurement of two tugboats that were supposed to improve navigation on the Lower Danube River but were delivered with drafts too deep for their intended operations. The European Public Prosecutor's Office (EPPO) announced Monday that it had filed charges against four officials from Romania's Lower Danube River Administration (AFDJ Galati), an individual, and a company in connection with the €7 million project, which was financed through the European Union's 2014–2020 Large Infrastructure Operational Programme. The two multipurpose, ice-class tugboats were intended to support navigation along the Lower Danube, including during periods of low water, and assist vessels in distress. However, prosecutors allege that the tender process was deliberately structured to favor a single supplier. According to the EPPO, the procurement specifications included technical requirements designed for seagoing vessels, even though the tugboats were intended for

inland waterways. The requirements effectively restricted competition and favored one company.



The vessels were delivered in 2021, but prosecutors say they failed to meet a critical contractual requirement. Both tugboats had an actual draft of 2.6 meters, exceeding the maximum allowable draft of two meters specified in the contract. Despite the discrepancy, the four public officials allegedly approved the vessels and signed final acceptance documents falsely certifying that the tugboats met the required technical

specifications. The additional 60 centimeters of draft significantly limits where and when the vessels can operate safely on the Danube, particularly during periods of low water—the very conditions they were intended to help address. An individual and a company are also accused of assisting in the alleged scheme. Prosecutors estimate that the procurement caused approximately €7 million in losses to the EU budget, effectively putting the entire EU-funded investment at issue. The indictment has been filed with a court in Iati, Romania. If convicted, the defendants face prison sentences ranging from three to ten and a half years. The EPPO, which investigates and prosecutes crimes affecting the European Union's financial interests, emphasized that all defendants are presumed innocent until proven guilty. The case highlights the consequences of procurement failures in publicly funded maritime infrastructure projects, particularly when vessels delivered under government contracts cannot fully perform the operations for which they were purchased. *(Source: gCaptain)*

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ECTMARINE DELIVERS PURPOSE-BUILT WORKBOAT TO ARAB POTASH COMPANY

Dutch marine engineering company ECTMarine has handed over a purpose-built workboat to Arab Potash Company (APC) in Jordan following successful site acceptance testing (SAT). The SAT of the **Custom Workboat 104** was completed last week on APC's brine evaporation ponds at the Dead Sea. APC was represented on site by its main contractor, Alghanem. Built for the conditions at the Dead Sea. Designed and built in the Netherlands, the workboat was tailored to the conditions at the Dead Sea, where the dense, highly saline brine and the site's location around 400 metres below sea level posed specific challenges. The **Custom Workboat 104** features a forward wheelhouse, an open working deck and a knuckle-boom deck crane. ECTMarine designed the vessel around APC's

operational requirements, with a hull and deck layout suitable for road transport on a standard flat rack. “The Dead Sea is not a normal place to operate a boat. The brine is extremely dense and corrosive, the site is remote, and the vessel has to be moved by road and lifted in by crane. We needed a workboat built around those conditions and around the tasks APC performs on the ponds. ECTMarine took the time to understand that before they started designing,” explained Abdallah Ghammaz, Project Manager at Alghanem. The vessel completed its factory acceptance



test (FAT) in the Netherlands in summer 2026. During a two-day programme, a delegation representing the buyer witnessed a sea trial and demonstrations of the vessel’s systems, operating modes and configurations. Adjustments agreed during the FAT were completed before shipment. The workboat was shipped to Jordan on a flat rack and trucked along the dykes of APC's evaporation ponds to the launch point. There, a mobile crane with a double spreader-bar rig lifted it from the trailer into the brine. ECTMarine, Alghanem and APC jointly conducted the SAT, testing the vessel’s propulsion, deck crane and onboard systems under operating conditions. Following successful completion of the tests, the workboat is ready to enter service. “The SAT confirmed that the vessel



does what it was designed to do, in the real conditions on the ponds. Seeing it float in the brine for the first time and then pass every test was a proud moment for everyone involved. The workboat will now go into daily service for APC, and we look forward to seeing it at work,” added Ghammaz. The project reflects ECTMarine’s approach to custom vessel design, with the vessel’s configuration tailored to its operating environment, transport requirements and

intended use. ECTMarine will continue to support APC and Alghanem as the workboat enters service. *(PR-ECTMarine)*

SHIP 'BESNARD' IS TOWED TO SHIPYARD AND WILL BE A TOURIST ATTRACTION IN VALONGO, APS DEFINES.

The historic ship **Professor W. Besnard** was towed, this Friday (23), in the morning from Parque Valongo to a shipyard located in Guarujá (SP), on the left bank of the navigation channel of the Port of Santos (SP), where it will undergo repairs. The objective, according to the Santos Port Authority (APS), is to arrange its return to Valongo, in a prominent place, to be visited by tourists and residents

of the region. The port authority understood that the ship, which has carried out numerous research missions in the South Atlantic, including Antarctica, will be on permanent display at Parque Valongo. “The **Besnard** ship will be on permanent display at Parque Valongo. We have already agreed on this new destination for the ship with Concais, which will also be transferred to Valongo. Thus, we will have another attraction in Valongo that will thrill tourists arriving in Santos on cruise ships,” stated the president of APS, Anderson



Pomini. At the shipyard, the vessel will undergo restoration so that it can be towed back to Valongo. According to APS, the towing operation was authorized by the Brazilian Navy and was successfully completed. The port authority reported that four tugboats and other support vessels accompanied the ship's towing through the Santos Port channel, which occurred without incident and at low speed, in just over an hour and a half. The operation was monitored by the Port Guard, the maritime authority, and technicians from the Marfort company. The oceanographic vessel **Professor Wladimir Besnard** was launched in 1966 from a shipyard in Bergen, Norway. Commissioned by the government of São Paulo, it arrived in Santos in August 1967, becoming the first civilian research vessel and the first oceanographic vessel of USP (University of São Paulo). Over the years, it carried out more than 260 scientific expeditions, took the first Brazilian research teams to Antarctica (in 1982), and underwent renovations in the 1990s. The vessel ceased sailing in 2008 due to a fire that occurred while it was in Rio de Janeiro. Shortly after, the ship was towed to the Valongo dock in Santos, which years later was revitalized and became a tourist attraction in the city. In March 2026, the ship listed and work began on its refloating. The engineering involved the complete sealing of the ship's compartments (plugging), leak testing, and the use of hydraulic pumps to remove water until the ship was raised and stabilized. For APS, the ship's revitalization process took an important step forward this Friday with the towing of the vessel to the shipyard in Guarujá, which will allow the completion of its recovery. *(Source: Portosenavios)*

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STEERPROP'S SECOND PROPULSION CONTRACT COVERS A FLEXIBLE DIESEL-ELECTRIC CONFIGURATION DESIGNED TO MEET DEMANDING TUG OPERATING REQUIREMENTS

GONDAN Shipbuilders has placed a second order with Finnish propulsion specialist Steerprop for hybrid-capable azimuth



propulsion units for a new high-performance tugboat being built for Norwegian shipowner Østensjø Rederi. The contract follows an initial order placed in February 2026 for a sister vessel currently under construction at GONDAN Shipbuilders. Both vessels are being built to the ST933 design developed by naval architect Skipsteknisk. Steerprop

will again supply dual-end versions of its SP 50 W D propulsors, giving the vessel the flexibility to operate its main propulsion using a diesel engine, an electric motor, or a combination of both. Juho Rekola, Director, Sales & Project Management at Steerprop, said: "This repeat contract for highly capable propulsion on a sophisticated vessel confirms the fruitful cooperation established between all parties. We are delighted to retain and build on the trust that Østensjø Rederi, GONDAN Shipbuilders and Skipsteknisk have placed in Steerprop with another project." The vessel will carry out the majority of its operations using the diesel-electric mode, while the diesel engine will provide additional power when higher bollard pull is required. Steerprop's compact propulsor design provides flexibility in vessel arrangement and power configuration. The dual-end propulsors enable two power sources to be connected and operated, offering an important advantage in more complex hybrid configurations such as this. With a bollard pull of 150 tonnes, the vessel will also feature DP2 dynamic positioning capability to meet the demanding requirements of offshore tug and towage operations. Ducted propulsors deliver high efficiency, strong thrust at low speeds and excellent manoeuvrability, making them particularly well suited to tug applications. A robust mechanical propeller drive and fixed-pitch propeller concept further enhance the reliability required for challenging offshore operations. *(Source: workboat365)*

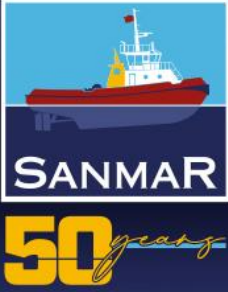
M/T GOLDEN SAPLING'S FINAL DESTINATION IS ÖGE SHIPBREAKING FACILITIES.

The Hong Kong-flagged tanker M/T **Golden Sapling**, which ran aground off the coast of Samsun after being attacked by armed drones in the Black Sea in August, was towed through the Bosphorus to Aliağa district of İzmir following a salvage operation. The dismantling and recycling of the tanker will be carried out at Öge Shipbreaking Facilities. The 147.8-meter-long tanker with a deadweight tonnage of 19,455, operated by Singapore-based Chem Pool Management, arrived in Istanbul towed by the offshore tugboat "**Aras Salvor**", owned by Aras



Marine. The tugboats KEGM **Kurtarma 8** and KEGM **Kurtarma 11**, belonging to the General Directorate of Coastal Safety, also accompanied the operation. *(Source: Deniz Haber)*

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SANMAR DELIVERS NEW HARBOUR TUG TO LONG-STANDING BULGARIAN PARTNER VTC



Sanmar Shipyards has delivered a new harbour tug to long-standing Bulgarian partner VTC S.A., marking the fifth tugboat delivered to the operator since the two companies began working together in 2003. Renamed **KASTRITSI** by her new owners, the tug will join VTC's fleet in the Black Sea port of Varna, where the company has provided towage and marine services since its establishment in 2003.

KASTRITSI is based on the RAport 2500 design from renowned Canadian naval architects Robert Allan Ltd., combining towing performance with the manoeuvrability required for harbour operations. **KASTRITSI** is a high-performance shallow-draft Azimuth Stern Drive (ASD) tug designed to safely navigate at shallow and confined waterways. Featuring a maximum draught of only 4.20 metres, an overall length of 25.20 metres and a beam of 12.00 metres, the vessel generates an impressive ahead bollard pull exceeding 50 tonnes and reaches speeds up to 12.0 knots. In addition to its shallow-water ASD agility, the vessel incorporates complete FiFi-1 fire-fighting capability and comfortable accommodation for a six-person crew. SANMAR's relationship with VTC dates back to the Bulgarian operator's establishment in 2003, when SANMAR supplied its first three newbuild twin-screw tugs, **SANMAR XII**, **SANMAR XIII** and **SANMAR XIV**. The partnership continued in 2018 with the delivery of **TICHA**, a more powerful tug based on the exclusive-to-SANMAR RAport 1600SX design from Robert Allan Ltd. Cem Seven, Chairman of Sanmar Shipyards, said: "We have been working with VTC since the very beginning of its operations in 2003, and we are proud of the relationship we have built over more than two decades. The delivery of **KASTRITSI** marks another important step in our cooperation, and we are delighted to see her join the VTC fleet in Varna." Rosen Chernaev, Executive Director of VTC S.A., said: "We are very pleased to welcome **KASTRITSI** to our fleet. This state-of-art tugboat built by Sanmar marks another significant milestone in the successful partnership between our companies, which has been going on for more than 20 years. The fifth tugboat built for VTC has once again confirmed the high quality of Sanmar's production, as well

as the professionalism and excellent cooperation of the Sanmar team throughout the entire design and construction process. **KASTRITSI** aims to expand the capabilities of the VTC fleet and meet the growing demands in the provision of towage services at the Port of Varna.” (*PR-Sanmar*)

PIRIOU WINS CONTRACT TO BUILD 16 NEW-GENERATION TUGBOATS FOR THE FRENCH NAVY

The French Defence Procurement Agency (DGA) has just awarded Chantiers Piriou a contract for the procurement of 16 new-generation tugboats (**RP30NG**), each with a towing capacity of 30 tonnes bollard pull. Long 26 metres and with a full-load displacement of 370 tonnes, the RP30NGs have a bollard pull of 30 tonnes. Based on the civil tugboat range developed by Piriou, the



RP30NGs have been adapted to the specific requirements of military operations. They will support the French Navy's harbour operations, particularly the manoeuvring of nuclear submarines and flagship vessels. Designed to operate up to 200 nautical miles from the coast for up to several days, the **RP30NGs** will also carry out port support missions, such as fire-fighting and pollution control. They will also be able to contribute to maritime surveillance and state operations at sea, notably fisheries control and assistance missions. *Industrial expertise tailored to the needs of the French Navy* This programme draws on Piriou's experience in the design and construction of workboats, as well as on the expertise available within the group to support the various stages of the vessels' lifecycle. Building on previous programmes and identifying jointly developed solutions in terms of design, equipment and maintenance help to optimise the operation of the vessels and in-service support. *Vincent Faujour, President of Piriou, said:* “We are very proud to receive this new order from the French Defence Procurement Agency (DGA), which demonstrates the continued confidence placed in Piriou and our expertise, and we thank them for this. Piriou is the last remaining French builder of tugboats with a bollard pull of over 30 tonnes. Following the delivery of four RP 30/RPC 30-type harbour and coastal tugs to the French Navy and the construction of several dozen harbour tugs with bollard pulls ranging from 30 to 75 tonnes for various commercial operators, this new order strengthens our position in the



tugboat market, and we are delighted about this. It also demonstrates that our expertise in the design and construction of civilian vessels enables us to provide our Armed Forces with a fully sovereign range of vessels tailored to their specific operational requirements. With the offshore patrol vessel (PH) programme currently underway

in Concarneau, this new programme for the DGA marks a significant recognition of our teams' work and our commitment to serving the DGA and the French Navy.” *Key specifications of the RP30NG* Overall length: 26 m; Beam: 9.20 m; Displacement: 370 tonnes fully laden; Propulsion: 2 engines of

approximately 1,100 kW and 2 aft azimuth thrusters (ASD); Electrical power generation: 2 generators of approximately 160 kWe; Maximum speed: 11 knots; Towing capacity: 30 tonnes; Crew: 6 people. (PR-Pirou)

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ALMAZ SHIPYARD LAUNCHED THE PROJECT 21180M ICEBREAKER SVYATOGOR.

Almaz Shipbuilding Company launched the second Project 21180 icebreaker, named [Svyatogor](#), a Project 21180M icebreaker from the Vympel Shipyard. The project is a smaller, more cost-effective version of the Project 21180 diesel-electric icebreaker, which was previously used to build the [Ilya Muromets](#) icebreaker at the Admiralty Shipyards in St. Petersburg. The primary goal of developing the "M" modification was to reduce production costs,



reduce draft to 4.6 meters for shallow-water operations, and completely replace key components and the propulsion system with domestically produced components. Vessels of this class are designed for independent ice escort of naval ships, towing, patrolling the near Arctic zone, and supplying remote coastal bases. With a full displacement of approximately 4,080 tons and a length of 82 meters, the icebreaker boasts high manoeuvrability thanks to its rudder propellers and bow thruster. It can continuously break through ice up to 1 meter thick, reach speeds of up to 14 knots, and operate autonomously for up to 30 days. The vessels are equipped with a landing pad for Ka-27 helicopters and feature a highly automated control system. (Source: Paluba)

THE TUG "GAUR" HAS UNDERGONE ANOTHER INSPECTION.

Specialists from the Astrakhan branch of the Russian Maritime Register of Shipping (RS) completed technical supervision of the [Gaur](#) tugboat's repairs. The classification society announced this on October 30. The work was performed at the Togliatti Shipyard. RS inspectors conducted a regular inspection of the vessel. Particular attention was paid to the underwater section: the propeller-rudder system (PRS) was completely disassembled and repaired. The mechanical and hull sections, as well as

the electromechanical, radio, and navigation equipment, were inspected. Following the inspections, a



Sudostroenie; Photo by RS)

full set of classification and statutory documents was issued for the vessel. This confirms that the tugboat's hull, systems, and equipment comply with applicable international requirements and RS Rules, and the vessel itself is ready to sail. The shipowner, ARK Shipping Company LLC, noted the high quality of the work performed by the shipyard's specialists and RS inspectors, the classification society emphasized. *(Source:*

KIRBY ACQUIRES INLAND VESSELS AND TEXAS FLEETING SITE FOR \$115M

The Rockport deal adds fleetings and fuelling capacity near Corpus Christi as inland barge utilisation holds in the low-90-per-cent range and third-quarter marine margins climb despite higher fuel costs. Houston-based Kirby Corporation has agreed to acquire nine inland towboats, 14 inland tank barges and a fleetings operation in Rockport, Texas, from undisclosed sellers for \$115 million. The deal, disclosed with



the company's third-quarter results on October 28, also includes nine bow thrusters. The Rockport operation occupies a 65-acre (26.3-hectare) facility serving the Corpus Christi area. Kirby expects the transaction to be completed during 2026's fourth quarter, pending customary closing conditions. Kirby said the assets will enhance its inland marine network in South Texas, expand fleetings and fuelling capabilities near Corpus Christi, and support continued demand in its West End linehaul system. Marine transportation revenue rose 17 per cent year-on-year to \$568.7 million in the quarter ended September 30. Segment operating income increased to \$111.9 million from \$88.6 million, lifting the operating margin to 19.7 per cent from 18.3 per cent a year earlier and 16.4 per cent in the second quarter. Inland barge utilisation was in the low-90-per-cent range. Spot rates improved sequentially in the low- to mid-single digits, while term contract renewals rose in the low single digits year-on-year. The average cost per gallon of fuel consumed in inland operations was \$3.91, compared with \$2.46 a year earlier. "Rising fuel costs remained a near-term headwind as higher costs were mitigated but not fully offset by cost escalators and rate recovery mechanisms in the quarter," said Chief Executive Officer David Grzebinski. Inland margins were in the 20 per cent range. Kirby tightened its full-year earnings-per-share growth outlook to 10–15 per cent and expects results towards the upper end of that range. *(Source: Baird)*

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DELIVERY OF A 3,676 kW ASD TUG WITH PURE ELECTRIC PROPULSION



On October 30, 2026, the 3,676 kW pure electric propulsion ASD tug "**YAN GANG DIAN TUO 1**", independently designed and built by our Jiangsu Zhenjiang Shipyard company, was completed and delivered, and successfully set sail. The vessel has a length overall of 37.5m, a moulded breadth of 10.4m, and a moulded depth of 5.05m. It features a reverse bollard pull of 58t, a lithium battery capacity of 5,878

kWh, and a speed of 12.9kn. (Source: Jiangsu Zhenjiang Shipyard)

SEA BANCKERT - RENEWAL OF HER BOLLARD PULL CERTIFICATE

Sea Banckert has successfully completed her bollard pull test in Flekkefjord, Norway, renewing her Bollard Pull Certificate. The test confirmed the vessel's impressive pulling capabilities, with the following results:

- Average static Bollard Pull: 179.1 tonnes;
- Maximum static Bollard Pull: 181.9 tonnes.

With a maximum bollard pull of 181.9 tonnes, **Sea Banckert** is ready to support demanding towing, anchor-



handling and offshore support operations. (*PR-Seacontractors*)

EXHIBITORS DURING ITS 2026 GOTHENBURG

WHO ARE THEY – LANKHORST

As part of WireCo WorldGroup, the global leader in steel and synthetic fibre rope manufacturing, Lankhorst brings more than two centuries of expertise to high performance towing solutions. Renowned for innovation, durability and exceptional service life, our ropes are engineered to elevate operational efficiency while protecting crews in the world's toughest environments. With premium EU manufacturing, full traceability and unwavering reliability, Lankhorst remains a trusted partner to operators across the globe. Fast delivery, tailor-made configurations and a portfolio of both proven and next generation designs reflect our commitment to safety, performance and long-term rope management. Transforming industry through innovation. Come have a chat with us.



ACCIDENTS – SALVAGE NEWS

FIVE RESCUED, ONE DIED IN TUGBOAT FIRE OFF JAPAN



The Japanese Coast Guard received reports Friday morning of a fire aboard a tugboat located approximately 20 nautical miles north of Miyako Island in southern Japan. Reports indicate that five crewmembers were rescued from a life raft, but that one person was missing and later found deceased. The tug [Cebu Maru](#) (237 gross tons) was sailing to the Philippines when the

report was issued around 8:15 a.m. local time for a fire aboard. Built in 1997, the tug is 36 meters (118 feet) and was reportedly sold recently and is now operated under the flag of Mongolia. The Coast Guard sent an airplane, and it was able to locate a life raft drifting about 300 meters from the vessel. A Coast Guard patrol boat was able to recover five people from the raft at around 10:30 a.m.. It also began a firefighting operation. Initial reports said a sixth crewmember, believed to be the chief engineer, was reported missing. A search was underway for the missing individual. Teams were able to board the tug around 4:00 p.m., and a search located an unconscious body. He was later pronounced deceased. (*Source: Marex; Photo: Miyakojima Coast Guard Office*)

COAL-LADEN VESSEL SINKS AFTER BEING HIT BY OIL TANKER IN PASUR RIVER

A cargo vessel carrying 1,250 tonnes of coal sank after being hit by an oil tanker in the Pasur river in the Sundarbans on Monday night, while all nine crew members escaped unharmed by swimming to a nearby vessel. The vessel, MV [Fulbari](#), sank around 9pm in the Sindurkotha area of the Pashur channel, within the jurisdiction of the Charaputia patrol outpost under the Chandpai

Range of the eastern forest division. The vessel is now submerged, with no part visible above the water, according to officials and those associated with the ship. The Forest Department is monitoring whether coal from the sunken vessel has spilled into the Pasur River or other waterways in the Sundarbans, raising concerns about potential environmental damage. The incident was confirmed on Tuesday afternoon by sources at the Forest Department and



those associated with the vessel. Owned by Tania Shipping Lines, MV **Fulbari** was carrying 1,250 tonnes of coal bound for Ghorashal. Shipmaster Sujan Molla said the vessel had loaded coal from the foreign commercial ship MV **Yasa Jupiter**, anchored at Hiron Point in Mongla Port, on Monday morning and was heading towards Mongla. At around 9pm, when MV **Fulbari** reached the Sindurkotha area of the Pasur channel, an oil tanker struck it, causing the cargo vessel to sink, he said. Prashanta Chandra Sheikh, the vessel's driver, said all nine crew members quickly jumped into the water and swam to a nearby cargo vessel, escaping without injury. Dipon Chandra Das, assistant conservator of forests (ACF) of the Chandpai Range, said the site of the sinking falls within the jurisdiction of the Charaputia patrol outpost in the Sundarbans. After receiving news of the accident, the Forest Department sent a team to the site on Tuesday morning, he said. The department is assessing whether coal has spilled from the sunken vessel and caused environmental damage before deciding on further action, he added. Meanwhile, the incident raised concerns about vessel movement in the Pasur channel. However, the Mongla Port Authority said shipping along the main navigational channel had not been disrupted. Commodore Md Shafiqul Islam Sarkar, member (harbour and marine) of the port authority, said the main navigational channel remained safe and vessel movement was continuing normally. He added that the vessel's owners had begun efforts to salvage the sunken ship. (Source: TOB News)

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VESSEL COLLIDES WITH BREAKWATER AND SPRINGS A LEAK: EMERGENCY SERVICES RESPOND

On Monday evening, a ship struck a groyne in the Wadden Sea near Kornwerderzand and subsequently became stranded. The vessel involved was the ***Johanna-Engelina***, measuring 37.2 meters in length and 6.2 meters in width. The crew requested assistance, prompting the salvage company Rederij Noordgat, based on Terschelling, to dispatch its high-speed rescue boat,

Hurricane, to the scene. The vessel was successfully pulled free from the groyne. However, once it



was afloat, it became apparent that water was entering the ship at a greater rate than initially anticipated. Pumps were immediately brought on board. A second high-speed vessel from Rederij Noordgat, the ***Skua***, was also deployed, arriving with additional pumping equipment and support. As the situation on board deteriorated, the KNRM (Royal Netherlands Sea Rescue Institution) station in Harlingen was alerted on behalf of the

Coast Guard. The rescuers arrived quickly and assisted in locating the leak, after which an attempt was made to seal it as effectively as possible using an emergency repair. By this point, a significant amount of water had accumulated inside the ship. To minimize the risk of it sinking, the vessel was guided onto a sandbank—a process known as "beaching" or "drying out"—with the help of the other vessels present. Following several hours of work to seal the leak and pump out the water, the ship set a course for the port of Harlingen around 11:00 PM. Rijkswaterstaat was also on-site with the ***RWS 76*** to oversee the operation and provide support. Upon entering the harbor, the ship received further assistance from the ***BDS Supporter***, a salvage vessel based in Harlingen. The salvage crew assisted in bringing the vessel safely into the industrial harbor (Industriehaven) and mooring it at the quay near BDS. By around 1:00 AM, the ship was safely moored in the harbor of Harlingen. The skipper ultimately managed to navigate the vessel to Harlingen under its own power. On Tuesday, the ship will be lifted out of the water using a ship lift. This will allow for a more thorough inspection of the damage, including the precise size of the leak and the extent of any other damage. The exact scale of the damage is currently unknown. *(Source: 112frysland)*

SOUTH ATLANTIC RESCUE TRAGEDY: 28 SEAFARERS SAVED, BUT BULK CARRIER OFFICER LOST AT SEA

A dramatic rescue operation in the remote South Atlantic has ended in tragedy after the crew of a burning container ship were rescued, only for the chief officer of the assisting bulk carrier to be lost overboard during the recovery operation. The incident began on 15 October when the **ESPIRITO SANTO EXPRESS** (IMO 9793923), a Singapore-flagged container ship, suffered a serious fire while sailing from Singapore towards Santos, Brazil.



The vessel was eventually abandoned, leaving its fate uncertain while firefighting and salvage operations continued. The casualty occurred in a remote stretch of the South Atlantic, with the

island of Tristan da Cunha among the nearest inhabited land areas, although still hundreds of nautical miles away. The isolation complicated the response, leaving maritime authorities dependent on merchant ships already operating in the region and support from aircraft. *Fire forces crew to abandon ship* The **Espirito Santo Express** is a 2018-built container ship measuring approximately 330 metres in length, with a capacity of about 11,923 TEU. According to vessel operator Seaspán, smoke was first observed coming from cargo in a bay forward of the accommodation block before a major fire developed. Some reports also described an explosion, but the cause of the incident has not been established. The crew abandoned ship in two survival craft, with 19 people entering a lifeboat and nine taking to a life raft. Brazilian maritime rescue authorities coordinated the response, supported by a Brazilian Air Force KC-390 aircraft. The Portuguese-flagged bulk carrier **AEOLIAN ARROW** (IMO 9671814), which was sailing towards Santos, was tasked with assisting the stricken vessel. *Successful rescue, fatal aftermath* The **Aeolian Arrow** launched its rescue boat and recovered all 28 crew members from the container ship. However, tragedy struck during recovery of the rescue boat. Portugal's Maritime Accident Investigation Office (GAMA) reported that the bulk carrier's chief officer fell overboard as the boat moved abruptly in the prevailing sea conditions. The crew attempted to recover him using lifebuoys, lines and a cargo net. Despite their efforts, the officer eventually disappeared from sight. The rescue boat was subsequently swamped and lost. The chief officer's name and nationality had not been disclosed in the official information reviewed. GAMA has opened a safety investigation into the fatal accident. All 28 seafarers from the Espirito Santo Express were reported safe. *Commercial connections and the vessel's fate* The **Espirito Santo Express** belongs to the Seaspán group and was chartered to German shipping line Hapag-Lloyd. Its previous name was **Seaspán Harrier**, which may explain why the vessel is familiar to industry readers. Seaspán confirmed that firefighting and stabilisation operations were continuing, with professional salvors reportedly engaged under Lloyd's Open Form salvage terms. As of 26 October, the vessel's ultimate fate had not been confirmed in the authoritative information reviewed. Nor had investigators established what ignited the cargo-area fire or whether particular dangerous goods were involved. The extent of damage to the ship and its cargo also remained uncertain. The incident highlights both the dangers of container-ship fires and the risks faced by merchant seafarers who respond to distress calls far from land. All 28 people aboard the stricken ship survived, but the rescue cost another seafarer his life. A second container ship, **HMM PLATINUM**, experienced a fire among the containers on board while sailing from Kattupalli, India, to Santos, Brazil. Earlier in October the fire was detected while the ship was off the southern coast of Madagascar. It's understood the fire has been brought under control but the ship, with two tugs in attendance, remains some way off the KZN coast with Durban indicated as the intended next port. That report can be seen [HERE](#) (*Source: Africa Ports & Ships*)

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CAROLINE BEZENGI OIL LEAKS OFF OMAN HAVE BEEN HALTED

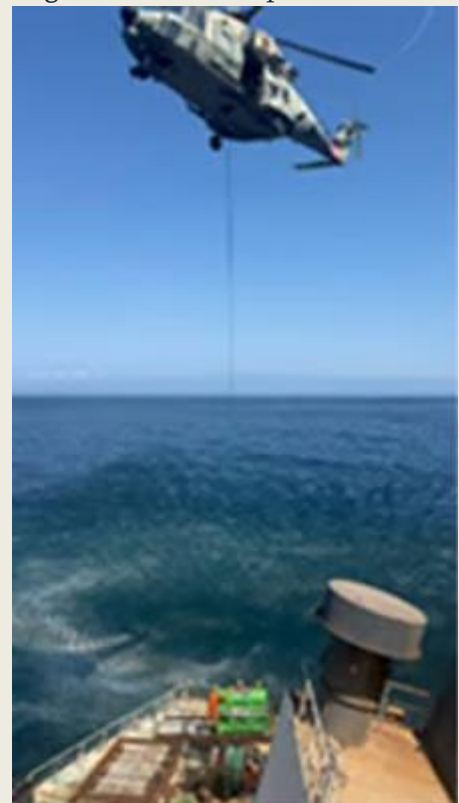
The salvage operation to recover the Aframax tanker **Caroline Bezengi** (IMO 9224439) and its



remaining cargo appears to have achieved its first major success. Even the slight traces of oil that were leaking from the wreck last week appear to have disappeared, on the basis of analysis of satellite imagery covering the scene on October 26. The Cameroon-flagged **Caroline Bezengi** remains firmly stuck on the rocks off the southwest tip of Jazirat Al Qibliyyah, having been hit while

off the coast of Yemen on June 8 by what is believed to have been a limpet mine attack. The tanker is sanctioned by the EU, the UK, and the US (OFAC), and has had a past association with Russian state shipowner Sovcomflot. The Russian permanent representative to the IMO in London has said that it is “pointless” to speculate on the categorization of the **Caroline Bezengi** as a Russian dark fleet vessel, referencing the registration details of the vessel, which indicate that it has all the hallmarks of a Russian dark fleet vessel. Neither Ambrey, coordinating the salvage operation, nor the Omani Ministry of Transport, Communications and IT, have issued an update on the salvage operation. Wind and sea state are now perfect for salvage operations: seas are light, with a wind speed of 2.34m/s blowing to the northwest, and with a moderate swell, and the prevailing conditions look set for the next week. The oil leakage is likely to have been brought under control by pumping oil out of leaking tanks into those on board that are still intact. Oil pumps were pictured last month being helicoptered onto the deck of the stricken tanker by the Royal Air Force of Oman. There are a number of familiar vessels stationed off the **Caroline Bezengi**, but no sign yet of an offtake tanker that could be used to begin unloading what remains of the oil left in tanks aboard the vessel. With oil now well over \$100 barrel, the value of the remaining cargo has probably appreciated in value since the wreck occurred in early June. The EDT-operated Multi-Purpose Offshore Vessel **EDT Kennedy** (IMO 9671400) is indicating on AIS that it left Duqm on October 22, and a vessel of that length is now off Al Qibliyyah. The Dutch-flagged tug **Jif Vanguard** (IMO 6688673) has been showing up in AIS also as hove to close to the wreck. It is unlikely, but still possible with some lightening of its load, that the ship can be floated off. But as it has settled since its initial stranding, it is likely to have impaled itself onto rocks and experienced further damage. Just emptying the **Caroline Bezengi** of oil, in contrast, will still leave the wreck upon the rocks. The **Caroline Bezengi** had completed a transit of the Suez Canal on May 30 and had left the Maritime Security Transit Corridor when it suffered the limpet mine explosions. The tanker was laden with oil taken on at Novorossiysk and was destined for Gujarat. The crew was taken off without injury some four days after the explosion, reportedly by another sanctioned and Russian-connected dark fleet tanker, the Aruba-flagged **Noble Walker** (IMO 9292981), which was also en route to India with Russian oil aboard.

(Source: Marex)



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BULKER GROUNDS AS SEVERE CYCLONE COMES ASHORE IN INDIA



Indian officials are beginning to tally the damage after a severe cyclone came ashore early on Wednesday, interrupting most services and leading to multiple rescues. A bulker that was apparently attempting to get away ahead of the storm, however, ran into problems and was driven ashore on the central eastern coast of India along the Bay of Bengal. The Marshall Island-flagged bulker **Sigma**

Pearl (32,688 dwt) reportedly attempted to sail on October 27 before the worst of the storm. The Visakhapatnam Port Authority told the Deccan Herald that the vessel had unloaded sulfur at the port. It was attempting to reach Singapore when it experienced propulsion problems. It began to drift and was driven aground by the high wind and surf from the approaching storm. The ship was built in 2010 and is 180 meters (590 feet) in length. The ship's managers are based in Singapore. The reports indicated that the crew was uninjured and the authorities were working to bring them ashore as the storm lessens. Meteorological reports indicated that the storm came ashore early on Wednesday with sustained winds of between 78 and 84 mph and gusts of up to 93 mph. It had completely crossed over land by 8:00 a.m. local time, leaving a path of damage along the coast as it began moving inland. Cargo operations and vessel berthing were suspended due to the swells and gale-force winds at several ports along the coast. According to media reports, emergency teams were needed to rescue personnel stranded at a warehouse in the Kakinada Anchorage Port. The authorities at the Visakhapatnam, Kakinada, and Gangavaram ports issued storm warnings, ordering anchored vessels to secure and suspending freight operations until sea conditions improved. Air travel was also suspended, with 27 flights canceled at the international airport and interrupting domestic travel. More than 70 trains were also canceled, as well as bus service. The goal was to begin restoring operations on October 29. The authorities said they would survey the grounded vessel and begin to plan for its salvage after the storm abated. *(Source: Marex)*

CONTAINERSHIP STRUCK OFF BULGARIA AS MINISTERS MEET TO

INCREASE SECURITY

A Greek-owned containership operating a route for Zim was struck off Bulgaria midday on Wednesday, October 28, with the Bulgarian Navy rescuing the crew. The latest attack on commercial shipping in the western Black Sea came as the ministers from Bulgaria, Romania, and Turkey were meeting to coordinate their security efforts. The ministers issued a statement calling for “an



immediate halt to attacks that threaten commercial vessels, maritime infrastructure, and the safety of maritime activities.” They said they believe the risks grow each day and said they were committed to working together to increase security. Evidence of the increased risks was announced by the Bulgarian Defense Minister Dimitar Stoyanov, who reported that a rescue operation was underway in the Black Sea. He said that a French maritime patrol aircraft flying over the western part of the Black Sea had provided information to the Naval forces’ operation center. Reuters reported yesterday that France had relocated its Atlantique 2 maritime patrol aircraft to an air base in Romania as of October 18 and it would be conducting surveillance missions until November 6. The Bulgarian Navy reports that the containership [Contship Jet](#) was struck by a surface drone at approximately noon while the vessel was 17 miles east of Cape Kaliakra near Varna. The Navy sent three vessels, along with one vessel from the Border Police. Reports say the 18,000 dwt containership was struck by three drones, which started a fire and left the vessel with a heavy list. The Navy evacuated eight seafarers and located 10 others who were in the ship’s lifeboat. They were all in good condition and transferred to Varna. Four of the crewmembers are reported to be Ukrainians and 14 from the Philippines. The [Contship Jet](#) was built in 2007 and has a capacity for 1,276 TEU. It is registered in Liberia and has been operating for Contships Management of Greece since 2019. It is listed as operating on the Levant – Black Sea Express route for ZIM and was coming from Ashdod and Haifa, Israel. It makes stops in Romania and Bulgaria before a stop in Egypt on the return voyage. It was reported to be carrying 421 containers. Speaking to the media after the meeting in Sofia, Bulgaria, the ministers said, “To date, numerous commercial vessels have been attacked by the parties in the Black Sea, while drifting mines, unmanned surface vessels (USVs) and unmanned aerial vehicles (UAVs) that went out of control or were struck, as well as missile debris, have been destroyed.” Reports indicate that the [Contship Jet](#) was the ninth vessel struck since the start of October in the western Black Sea. Reuters reports that a total of 34 sailors have been killed or are missing from these attacks. Bulgaria, Romania, and Turkey agreed to a series of coordination steps, including strengthening intelligence sharing and improving early warning systems. Turkey’s National Defense Minister Yasar Guler said his country also reserves all its legal rights and might pursue legal action concerning the attacks on Turkish-flagged or operated vessels. Bulgarian officials also said that they were monitoring the capsized vessel [Khoryv](#) (IMO 8138712) as it drifted into the country’s waters. The Comoros-flagged ship (3,280 dtw) was struck on October 23, killing one crewmember, leaving three missing, and nine rescued by the Romanians. Bulgaria warned the vessel was drifting into its zone, and its navy was planning to inspect the wreck. Today, the maritime authorities issued a warning to remain at least half a nautical mile from the ship, which is now 13 nautical miles east of Cape Sivri Burun in northernmost Bulgaria and drifting to the southwest. Bulgaria said it is prepared to act if the wreck continues to approach its shores. (Source: *Marex*)

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58 RESCUED FROM LISTING FERRY OFF QUEZON PROVINCE, PHILIPPINES



Starhorse Shipping Lines' **Virgen de Peñafrancia II** listed to starboard 10 metres from Quezon's Real Port with 14 rolling cargoes aboard. Booms are being deployed and the operator has been told to seek an emergency salvage permit. The Philippine Coast Guard rescued 58 people from a Ro-Pax ferry that listed heavily to starboard just off Real Port in the Philippines' Quezon

Province early (local time) on Friday, October 30. **Virgen de Peñafrancia II** tilted to its right side approximately 10 metres from the port in Barangay Ungos, Real, at around 00:44. The vessel, operated by Starhorse Shipping Lines, was sailing from Polillo Port to Real Port with 40 passengers, 18 crew, and 14 rolling cargoes on board. All 58 occupants, including two infants, were evacuated by around 03:30. The Municipal Disaster Risk Reduction and Management Office of Real later assessed the evacuees and confirmed that all were in good physical condition. The crew told authorities that the vessel had 1,300 litres of marine diesel oil in its service tank. Coast guard personnel are inspecting the remaining fuel and oil inventory. Coast guard spokesperson Commodore Noemie Cayabyab said marine diesel oil disperses on its own, but the coast guard is using oil spill booms as a barrier for the nearby coastal community. "We have directed the shipping company to apply for an emergency salvage permit and undertake measures to safely remove the distressed vessel," Cayabyab said. Under coast guard salvage regulations issued in 1996, a coast guard station or district commander grants an emergency salvage permit to quickly remove objects that have sunk, vessels that have run aground and other navigational hazards. The regulations assign primary responsibility for cleaning up any oil spilled during salvage to the spiller, with the coast guard supervising. The cause of the incident remains under investigation. *(Source: Baird)*

10 SAILORS RESCUED FROM SINKING SHIP OFF CYPRUS. DRAMATIC MOMENTS

A rescue operation of sailors from a merchant ship off the coast of Cyprus which was sinking. Specifically, as reported by the JCC, it is announced that on October 30, 2026 at 20:15, the JCC received information that the merchant ship "**AS DREAM**", Tanzanian flag, with a crew of

10, was sinking at a distance of 90nm west of Paphos , within the E-W area of responsibility of the Republic of Cyprus. The JSED proceeded with the implementation of the Special National Plan "NEARCHOS" and conducted a rescue operation, mobilizing a helicopter of the 460th Military Aviation Squadron of the Hellenic Navy, the "FAMOUSTOS"



Naval Command of the Hellenic Navy, the "PENTADAKTYLOS" Coast Guard and Maritime Police Vessel, as well as the nearby merchant ship "MSC HANNAH III" which was in the area. As reported, under the coordination of the Larnaca JSC, all the rescued were initially safely boarded the cargo ship "MSC HANNAH III" and were then received by the "PENTADAKTYLOS" vessel of the Port and Maritime Police, which transported them to the Port of Limassol. After it was determined by nurses from the Ambulance Service that they were all in good health, the rescued were received by the competent state services. (Source: *Cyprus Times*)

OFFSHORE NEWS

SECOND ISLAND OFFSHORE OCEAN ENERGY CONSTRUCTION VESSEL IN NORWAY FOR COMPLETION



DeepOcean has secured a contract with Tullow Ghana Ltd, a subsidiary of the UK-headquartered Tullow Oil, for a riser retermination project in Ghana, at what it says is one of West Africa's most significant offshore oil developments. DeepOcean will employ the subsea construction vessel (CSV) **Orient Adventurer**, formerly known as **Polar Onyx**, for the offshore operations at the Jubilee field located approximately 60

kilometers offshore Ghana in water depths of around 1,100 meters. The gas lift riser in question runs between the FPSO Kwame Nkrumah, which has a processing capacity of more than 120,000 barrels of oil per day, and the field's subsea production system. "Riser replacement and reactivation are core competencies of our onshore and offshore teams, and we look forward to supporting Tullow in the successful delivery. Our strong local presence in Accra and Takoradi, combined with DeepOcean's technical expertise in subsea riser operations, has been instrumental in securing this award," said Øyvind Mikaelson, Chief Executive Officer at DeepOcean. DeepOcean Ghana Limited, a joint venture between DeepOcean and its local partner, will carry out the contract, supported by teams in Accra, Ghana, and Sète, France, and engineering specialists based in Aberdeen, UK. DeepOcean's

EMEA organization will provide project management, engineering, riser disconnection, deck-side retermination, reconnection and pre-commissioning services. The offshore work will be performed during the fourth quarter of 2026. **Orient Adventurer** recently underwent a major upgrade and refurbishment program. The vessel is equipped with a 2,500-ton under-deck carousel and a refurbished Huisman vertical lay system (VLS) with 275-ton top tension dynamic capacity. “We have successfully deployed the Orient Adventurer on previous subsea construction projects in Ghana and are very familiar with the vessel's capabilities in the region. The vessel's vertical lay system (VLS) makes it particularly well suited for the safe and efficient deployment of the risers through the moonpool,” said Robin Mawhinney, Executive Vice President for DeepOcean’s EMEA region. (Source: *Offshore Energy*)

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UPTICK EXPECTED IN DEMAND FOR OSVs OFFSHORE AUSTRALIA

Drilling campaigns provide regular work for OSVs, but decommissioning is also expected to drive demand, the OSJ Asia conference heard. Australia has come to play a major role in the global LNG market. It has extensive LNG reserves, both onshore and offshore, with the latter providing regular contracting opportunities for offshore support vessels, and although 2026 proved to be relatively quiet for OSV contracting, 2027 is expected



to be busy, with growing demand for platform supply vessels (PSVs) peaking in late 2028/2029. This includes a significant amount of long-term production support, along with more project-based drilling support campaigns. Projects driving demand for PSVs and other offshore vessels include

Chevron's Gorgon stage 3 and 4 projects, which will kick off early in 2027 with six new wells planned, utilising the drillship, Deepwater Skyros, with Subsea 7 responsible for subsea install and pipelay. Other projects driving demand will include Woodside's Greater Western Flank 4 drilling campaign, expected to comprise five to six wells, Golden Beach is to undertake a drilling campaign for three wells, utilising Valaris 107 starting in late 2026/2027, Santos will kick-off the Bedout Basin exploration campaign, and Inpex will kick-off its Ichthys Phase 2 development drilling campaign. There is also expected to be a steep increase in decommissioning work in Australia in the next few years, as Australia also faces a significant and growing challenge to address maturing offshore oil and gas infrastructure. As Cyan Renewables chartering manager Australasia, Mike Merrutia, told the 2026 Offshore Support Vessel Asia Conference, the growing volume of decommissioning work is being driven by mounting liability for operators through increased regulatory scrutiny and trailing liability provisions. OSV operators will, he explained, be able to bid for support work on a number of significant decommissioning projects, including Esso/Woodside's Bass Strait campaign, for which Allseas' Pioneering Spirit has been contracted to remove a total of 12 platforms. Another major decommissioning campaign is Phases 2 and 3 of the Northern Endeavour programme, the next major stage in the removal of one of Australia's largest offshore oil field developments. This involves the staged decommissioning of the Laminaria-Corallina oil fields, 550 km northwest of Darwin. Phase 2 includes plugging and abandonment of subsea wells, and Phase 3, the decommissioning and removal of the remaining subsea infrastructure. Overall, said Mr Merrutia, the next 12 months and beyond are expected to be busy ones, although he also expects that there will be more competition for contracts because a limited number of key long-term production support contracts will be up for grabs. "Any requirements that do come available will be highly sought-after and probably priced aggressively," he said. "A number of drilling campaigns that will kick-off in 2027 will require OSV/anchor-handling tug/supply (AHTS) vessel support, with the support contracts likely to be awarded this year," Mr Merrutia explained. "PSVs and small/medium-size AHTS will likely see more opportunity than the larger 200-bhp plus AHTS, and subsea/light construction vessel support requirements are likely to remain the same as in 2026." *(Source: Riviera by David Foxwell)*

SOLSTAD VESSEL NETS TWO SUBSEA CONTRACTS IN ASIA PACIFIC



Solstad Maritime (SOMA) has secured two firm contracts for its 2009-built construction support vessel (CSV) for subsea and ROV support activities in the Asia Pacific (APAC) region. The contracts have been awarded for the CSV **Normand Australis** and will be performed in direct continuation of each other, with work expected to begin in December. They have a combined firm duration of 250 days and include a combined 75 days of

options beyond the firm periods. Solstad said that the combined value of the firm contracts is substantial, which implies a value of between \$10 million and \$30 million. The firm contract value is estimated at the lower end of this interval. **Normand Australis** is 82 meters long and can accommodate 118 persons. *(Source: Offshore Energy)*

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NEW ACQUISITION BY SEAMAR SERVICES

Yesterday morning, the ***Tyr Provider*** docked at the Nieuwediepkade. This 68-meter-long, multi-purpose offshore support vessel—owned by Rotterdam-based Verbeek Maritime Services—is managed by SeaMar Services of Den Helder. Since its delivery in 1999 by the Husumer Schiffswerft shipyard in Husum, Germany, the vessel has had several owners; for instance, it previously operated as the ***Viking Provider*** for Viking Supply Ships



and as the ***VOS Provider*** for Vroon Offshore Services. The ***Tyr Provider*** arrived in Den Helder from Terneuzen. (Source: www.maritiemdenhelder.eu; Photo: Paul Schaap)

SIEM'S CHINA-BUILT VESSEL SISTERS TO FEATURE HUISMAN CRANES



Siem Industries has selected Huisman to deliver knuckle boom cranes for the two offshore support vessels (OSVs) it recently ordered from China. Under the awarded contract, Huisman will supply two 400mt knuckle boom cranes with a below-deck winch, as well as two 50mt auxiliary cranes with deepwater capabilities. The cranes will be built at

Huisman's production facility in Zhangzhou, Fujian Province, China. According to the company, the 400mt knuckle boom crane has deepwater capabilities, up to 3,000m hook travel, a high lift mode for lifting large loads to high heights, as well as a lifting capacity of up to 400mt in single fall configuration. David Roodenburg, CEO of Huisman, said: "The Siem companies and Huisman have shared a strong business relationship for decades. We greatly appreciate the continued confidence

Siem places in our company and are honoured to continue our partnership through the award of this contract. We look forward to delivering cranes that will support Siem Shipping's operations and future ambitions." The two vessels are currently under construction at Fujian Mawei Shipbuilding in Fuzhou, China. They will be 145 meters long and will have a beam of 27 meters. Vessel delivery is scheduled for 2029 and 2030. *(Source: Offshore Energy)*

THE 94.76-METER PLATFORM SUPPLY VESSEL (MW642-10) OF MAWEI SHIPBUILDING WAS LAUNCHED.

On October 30, the 94.76-meter platform supply vessel (MW642-10) built by Mawei Shipbuilding, a subsidiary of Fujian Shipbuilding Industry Group, was launched. This type of vessel is 94.76 meters long, 19 meters wide, 8 meters deep, and has a structural draft of 6.5 meters. It is mainly used for the transfer of industrial personnel and materials on offshore drilling platforms. It can transport fresh water, fuel oil, cement, mud, drilling water, crude oil, methanol, materials and equipment, etc. It can also provide firefighting and personnel rescue for other ships or offshore facilities. At the same time, it is designed to be equipped with offshore cranes, helicopter platforms, moon pools, etc. in the future. It is an advanced, energy-saving and environmentally friendly electric propulsion multi-purpose platform supply vessel. *(Source: iMarine)*



EVENT NEWS

‘HOLLANDS GLORIE’: TV-SERIE OVER GESCHIEDENIS NEDERLANDSE SCHEEPSBOUW



In de nieuwe serie *Hollands Glorie*, van de makers van *Andere Tijden*, laat presentator Hans Goedkoop zien hoe Nederland een grote speler wist te worden in de scheepsbouw. De 4-delige serie is vanaf zaterdag 21 november wekelijks om 20.35 uur te zien op NPO 2. Al eeuwenlang kijkt Nederland verder dan de horizon: ondernemend, innovatief en

niet bang om risico's te nemen op en rond het water. Aan de hand van drie iconische schepen en een droogdok volgt *Hollands Glorie* de geschiedenis van een industrie die Nederland heeft gevormd. Van de bloeitijd met houten zeilschepen in de middeleeuwen tot perioden van groei, overmoed, keiharde concurrentie en massaontslagen in de 20e eeuw en de gespecialiseerde scheepsbouw van nu. *Slimme technieken* Al in de middeleeuwen bouwen Nederlandse scheepswerven sneller en efficiënter dan

hun buitenlandse concurrenten. Dankzij slimme technieken en vakmanschap groeit Nederland uit tot een wereldmacht op zee. Aan het eind van de 19e eeuw breekt een nieuw tijdperk aan: houten zeilschepen maken plaats voor grote stoom- en passagiersschepen. De werven groeien en bieden werk aan duizenden mensen. In aflevering 4 besteedt de serie aandacht aan scheepsbouwers in Groningen, “waar ondernemers dankzij samenwerking en innovatie steeds opnieuw hun weg vinden”. In de jaren 60 lijkt de Nederlandse scheepsbouw nog onaantastbaar. De orderboeken zitten vol en rond de grote droogdokken van Rotterdam worden steeds grotere schepen gebouwd. Maar buitenlandse concurrentie, stijgende kosten en ingrijpende fusies zetten de sector onder druk. Grote scheepswerven verdwijnen en duizenden werknemers verliezen hun baan. “Toch zijn er genoeg scheepsbouwers die erin slagen het hoofd boven water te houden”, aldus de makers van de documentaireserie. “Zoals in Groningen, waar ondernemers dankzij samenwerking en innovatie steeds opnieuw hun weg vinden.” Persoonlijke geschiedenis Voor presentator Hans Goedkoop heeft de serie een bijzondere persoonlijke betekenis. Zijn familiegeschiedenis is nauw verweven met de Nederlandse scheepsbouw. “De scheepsbouw zit in mijn bloed. Mijn overgrootvader had al een scheepswerf in Amsterdam. Zijn oudste zoon leidde een van de grootste scheepswerven van de stad, zijn jongste begon er een scheepsmotorenfabriek.” “Zelfs mijn vader zat nog in de scheepsmotoren. Zo bijzonder om mijn voorouders nu voor de serie op archiefbeeld samen met koningin Wilhelmina over de scheepswerf te zien lopen.” De vierdelige serie *Hollands Glorie* is vanaf zaterdag 21 november wekelijks om 20.35 uur te zien bij de NTR op NPO 2. (Source: *Binnenvaartkrant*; Photo: NTR)

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WINDFARM NEWS - RENEWABLES

EQUINOR BLAMES US SHIPBUILDING DELAYS FOR LATE OFFSHORE WIND INSTALLATION

The Norwegian energy company Equinor told investors and the media on Wednesday that its offshore wind project, Empire Wind, is approximately 80 percent complete but running behind schedule due to delays in U.S. shipbuilding. It said the delays were outside its control and that it now expects the wind farm off the coast of New York to deliver first power by mid-2027. “On Empire Wind,



despite the stop work orders, and all of that, we have been able to progress this and develop this, and it hasn't really slowed us down much," said CFO Torggrim Reitan during the investor conference call on October 28. He reported that top side construction is now expected to begin in late December, and the company expects first power during the first half of next year. Equinor selected an installation system working with Maersk Wind, which built its installation vessel, Maersk Viridis, at Seatrium in Singapore. The massive 40,000 gross ton vessel had its own challenges in construction, with disputes with the shipyard. Those issues were resolved, and the vessel arrived off Pascagoula, Mississippi, in August. It is undergoing training and testing for its unique barge system. The WTIV is registered internationally and does not meet the Jones Act requirements, but its installation system calls for a series of tugs and specially designed barges to ferry the material from the staging point in Brooklyn, New York, to the WTIV. The barges lock into the WTIV as part of the unloading process. The company told investors that it is waiting for the tugs and barges, which are being built in the United States. They blamed this for creating "a few months' delay" for the project. They reported that 54 turbine foundations are complete, as is the offshore substation and cabling work. Empire Wind is located 14 miles south of Long Island and is designed to provide 810 MW, which will come ashore in Brooklyn and feed into the local power grid operated by Con Edison. Empire Wind was one of five offshore wind projects already under construction, which the Trump administration has challenged. A stop-work order was issued in mid-2025 just as the company was set to start offshore installation. Reports said the Prime Minister of Norway became involved, and the Trump administration was reported to have cut a deal with New York State to permit the project to resume. Empire Wind was also challenged by the administration with a second stop-work order at the end of 2025 as part of the effort against all five of the under-construction projects. Each of the projects went to court and received preliminary injunctions permitting them to resume work. Equinor had previously abandoned plans for a second phase of the Empire Wind project. It cited rising material costs and the opposition to offshore wind from the new administration. Empire Wind is one of two projects under construction for New York State. Ørsted is building Sunrise Wind (924 MW), also located near Long Island. The newspaper Newsday reports that Ørsted also expects to begin commissioning turbines late this year and reach commercial operations in the second half of 2027 for Sunrise Wind. *(Source: Marex)*

AN ENERGY CONSTRUCTION VESSEL BUILT BY THE NORWEGIAN SHIPYARD VARD WAS LAUNCHED.



On October 27, the energy construction vessel (ECV) NB985, built by the Norwegian shipyard Vard, a subsidiary of the Italian shipbuilding group Fincantieri, for Wind Energy Construction, a Norwegian company with founding shareholders in Norwegian company Norwind Offshore, was launched. Construction of the vessel is scheduled to begin on

October 6, 2025, in Vard Vung Tau, Vietnam. It is understood that this ECV adopts the VARD 3 11 design, is 111.5 meters long and 22.4 meters wide, and can accommodate up to 120 people. It is tailored for the offshore wind power and seabed market and is suitable for pipeline inspection, maintenance and repair, as well as the construction and installation of infrastructure above and

below sea level. This type of ECV is the first energy construction vessel built by Vard shipyard to be equipped with a permanent motion-compensated gangway; it will be equipped with an electrically controlled motion compensation (ECMC) gangway that can be operated by foot and integrate three-dimensional (3D) compensation crane functionality; it will also be equipped with a 150-ton motion compensation offshore crane to cope with the growing renewable energy market. According to previous reports, in August 2024, Vard Shipyard signed a contract with Wind Energy Construction for the design and construction of 1+1 energy construction vessels (ECVs). The construction, outfitting, commissioning and delivery will be handled by Vard Vung Tau of Vietnam, with delivery scheduled for the second quarter of 2027. (*Source: iMarine*)

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CABLE INSTALLATION BEGINS IN LAKE VEERE TO CONNECT OFFSHORE WIND FARMS

Contractor Prysmian and DEME have begun laying high-voltage cables on the bottom of Lake Veere in Zeeland for TenneT. In the future, these cables will carry electricity from offshore wind farms to the mainland. A large, specially developed installation on a pontoon in Lake Veere is being used to lay the 525,000-volt (525 kV) high-voltage cables. Work in Lake Veere will continue until spring 2027. *Offshore electricity coming*



onshore The cables are part of the IJmuiden Ver Alpha and Nederwiek 1 offshore grid connection projects. The grid connection systems will transport electricity from future wind farms in the North Sea to land. The high-voltage cables come ashore at Banjaardstrand in Kamperland and then run under the Veerse Gatdam and through Lake Veere toward Borssele. In Borssele, two onshore converter stations are being built to convert the generated electricity from 525,000 volts of direct current to 380,000 volts of alternating current. The electricity can then be fed into TenneT's national high-voltage grid. This will enable millions of households, businesses, and industrial facilities to use the electricity generated in the North Sea in the future. *Specially Developed Pontoon* The pontoon in Lake Veere was specially developed by DEME

for the installation of the high-voltage cables. The onboard equipment is tailored to the conditions in Lake Veere. This is the first time that TenneT installs 525 kV cables on the bottom of an inland body of water. The cables are manufactured at cable manufacturer Prysmian's factory in Finland. For each connection, four cables are being laid in Lake Veere: two high-voltage cables, one spare cable, and one fiber-optic cable. These are a new generation of high-voltage cables capable of transporting very large amounts of electricity over long distances. The cables have a diameter of 16 centimeters and weigh approximately 67 kilograms per meter. *High-pressure washer* The installation takes into



account nature, water safety, shipping, and recreation. Thijs den Hamer, project manager for cable installation at TenneT: "From the pontoon, we guide the cables to the seabed and use a vertical installation method to lower them to the desired depth. At the same time, high-pressure water is used to temporarily loosen the sand in the seabed beneath the cable. You can compare it to how a high-pressure washer works. This allows us to place the cable at least 3 meters

into the lake bed. As installation continues, the sand settles back around the cable. This way, we don't need to dredge, and we reduce turbidity. That's better for the lake's flora and fauna. It also minimizes disruption for users of Lake Veere, since we can work more quickly. If everything goes according to plan, the work will be completed in the spring, and recreational users will be able to fully enjoy Lake Veere again in the summer of 2027." *Offshore Wind* Industries are becoming more sustainable, mobility is electrifying, and households are switching to sustainable energy solutions. Industrial clusters, in particular, require large amounts of sustainable electricity. That is why TenneT is bringing wind energy generated at sea ashore to regions with a high concentration of industry, such as Borssele, Maasvlakte, the IJmond, Eemshaven, and Geertruidenberg. Offshore wind energy production is growing rapidly. Offshore wind capacity is set to rise from approximately 4.7 gigawatts today to about 22 gigawatts by around 2035. That accounts for about two-thirds of the current Dutch electricity consumption. (PR-TenneT)

DREDGING NEWS

CANAL AND RIVER TRUST DOUBLES INVESTMENT IN GLOUCESTER DREDGING

The Canal & River Trust has started a major £4 million dredging program of the Gloucester Docks and Gloucester & Sharpness Canal to restore navigation depths and tackle the impact of significant silt build-up caused by recent drought conditions. This work is the second phase of a recovery dredge following exceptionally dry summers in 2025 and 2026, when silt entered the Docks while water was pumped from the River Severn to operate the canal, support shipping at Sharpness and maintain supplies for Bristol Water. The charity has been able to increase its planned investment, with the latest program doubling from £2 million to £4 million. This is on top of the 2025 program which removed 37,000 tons of silt at a cost of £2.5 million. Ben Cottam, regional director for Wales & South West at Canal & River Trust, said: "We are pleased to have the dredging program underway. Once it

has progressed up the canal it will target the main basin, the canal approach to Llanthony Bridge and the arm leading into Victoria Basin. The dredging team will also remove silt build-up around the water point used by boaters on the Llanthony Pontoons." The dredging is being carried out by contractors Land & Water. Dredged material will be transported by hopper barges to a disposal site at Parkend, where it will be prepared for beneficial use on agricultural land. Material unsuitable for reuse will be taken to recycling centers. *(Source: Dredging Today)*



NORFOLK DREDGING GEARS UP FOR STONE HARBOR BEACH REPLENISHMENT



Mobilization for Stone Harbor's upcoming beach replenishment is anticipated to begin Monday, November 2nd, through Friday, November 6th. The Borough of Stone Harbor said that the construction vehicles will travel toward the 122nd Street beach parking lot that week and possibly into the following week. This work will be undertaken ahead of an approximately \$16 million federal effort to restore beaches

and strengthen the borough's defenses against coastal storms. Under the project, Norfolk Dredging Company will place approximately 538,867 cubic yards of sand in two areas – from 98th to 114th Streets and from 120th to the terminal groin. Beachfill operations will begin November 6th and are projected to be complete by November 28th. *(Source: Dredging Today)*

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PORT OF NGQURA DRAFT MAINTENANCE MANAGEMENT PLAN ON DISPLAY

Transnet National Ports Authority is undertaking a public participation process for the Draft Maintenance Management Plan (MMP) for the Port of Ngqura. The Draft MMP provides a framework for managing the environmental impacts associated with qualifying maintenance activities within the existing Port of Ngqura. Also, the plan outlines the activities covered,



environmental controls, roles and responsibilities, monitoring requirements, incident management, reporting and stakeholder communication arrangements. According to Transnet, interested and affected parties are invited to review the documents published on this page, register as stakeholders and submit comments during the formal public comment period (October 30 to November 30, 2026).

(Source: Dredging Today)

JAN DE NUL'S FERNANDO DE MAGALLANES ARRIVES IN PROGRESO



Jan De Nul's cutter suction dredger (CSD) **Fernando de Magallanes** - one of the most advanced dredging vessels in the world - has arrived at the Port of Progreso, marking the start of the first stage of the third phase of the Port's Expansion and Modernization Project. Under the official plan, this stage involves removal of 3,076,370 cubic meters of dredge material. According to the Port, this work is a key

component of a strategic project for the maritime and commercial development of Yucatán. Also, the expansion of Progreso includes a historic investment of 7.9 billion pesos (approximately \$400 million). This funding combines federal, state, and private resources to ensure the success of the project. In addition to dredging, the Port is set to grow from 36 hectares to 116 hectares of operational space, creating room for logistics centers, new companies, and expanded maritime services. *(Source: Dredging Today)*

ROHDE NIELSEN COMPLETES PORT OF ŁEBA DREDGING PROJECT

Rohde Nielsen has successfully completed capital dredging works as part of the renovation of the entrance channel to the Port of Łeba, Poland. Under the project, approximately 225,000 m³ of sediment was dredged from the entrance channel, harbor approach and associated navigational areas

to achieve the required design depths. The work forms a key part of the port modernization works aimed at reducing wave penetration, mitigating recurring siltation and improving access conditions. Executed by the split trailing suction hopper dredger (TSHD) **Magni R**, the works also incorporated the beneficial reuse of suitable dredged material for coastal protection and shoreline restoration, contributing to both sustainable infrastructure development and enhanced coastal resilience along the Baltic coast. (Source: *Dredging Today*)



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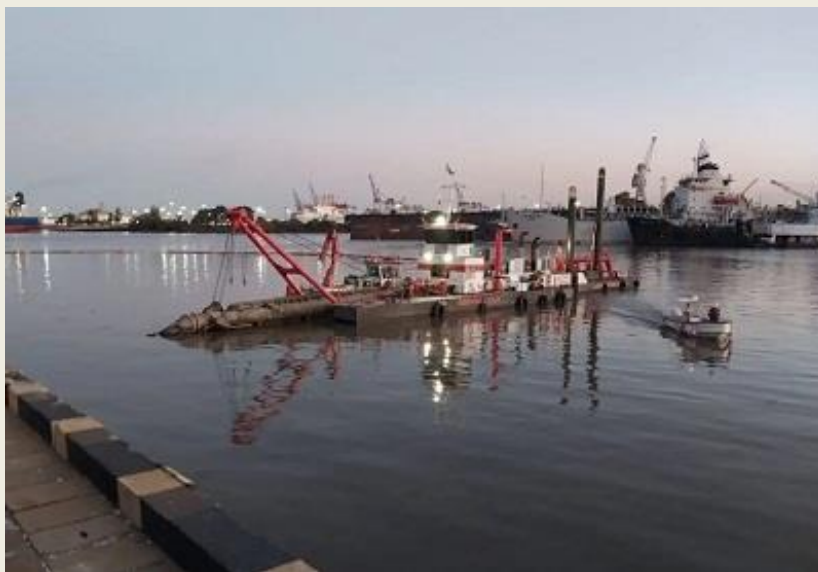
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DAMEN CSD500 WRAPS UP SYNCROLIFT DREDGING JOB



The Argentine shipyard Tandanor has wrapped up the first comprehensive intervention on the Syncrolift since 1979. - the latest dredging project eliminated draft restrictions accumulated over decades. By extracting more than 23,000 cubic meters of mud, the permissible draft increased from 4.10 to 5.80 meters, and operational availability jumped from 10% to 95% annually. Upon full

completion, 99.5% availability and a 6.20-meter draft are expected to be achieved. "This work allows vessels that, due to their draft, had restricted access to operate again in Tandanor and strengthens our competitive position in the regional and international naval market," said the president of Tandanor, Tomás Etcheverry. The project, conducted with a Damen CSD500, involved

the extraction of more than 23,000 cubic meters of mud. *(Source: Dredging Today)*

KMEW WINS ITS LARGEST-EVER DREDGING CONTRACT

Knowledge Marine & Engineering Works Limited (KMEW) has secured its largest-ever dredging order, a Rs 303.17 crore (\$32 million) maintenance dredging contract from New Mangalore Port Authority. The three-year contract covers financial years 2026-27, 2027-28 and 2028-29. It carries an annual base value of about Rs 101.07 crore



(\$10.6 million) and was awarded after KMEW emerged as the lowest bidder. The assignment involves post-monsoon maintenance dredging of 15.9 million cubic meters over three years, or an average of 5.3 million cubic meters annually. The first-year campaign is scheduled to start on November 15, 2026, with the annual dredging program required to be completed within 150 days. KMEW will undertake work across the outer approach channel, lagoon, dock areas, turning circle, berth faces and pump-house areas. Also, the 7.5-km outer approach channel will be dredged to depths of up to 15.40 meters below Chart Datum. For this task, the company plans to deploy a trailing suction hopper dredger (TSHD), along with specialized equipment for berth-face and pump-house work. The contract also includes 180,000 cubic meters of berth-face dredging and 18,000 cubic meters of pump-house dredging during the three-year period. *(Source: Dredging Today)*

PLOEGAM COMPLETES MAASTRICHT DREDGING JOB



Commissioned by the Municipality of Maastricht, Ploegam has completed dredging work at Lock 20. The approach channel to the lock had become too shallow, preventing the vessels from passing through. Using its electric hopper barge **Merwestroom**, Ploegam has restored the waterway to the required depth. Both the dredging operations and the transport of the dredged material to the processing facility were carried out with

zero emissions. After three weeks of work, the approach channel is once again ready for use. *(Source: Dredging Today)*

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YARD NEWS

NORWAY'S RESEARCH COUNCIL FUNDS NUCLEAR-PROPULSION R&D

A Norwegian research funding institute has decided to provide early-stage support to a nuclear propulsion startup featuring some of the best-known names in Scandinavian maritime technology. The Research Council of Norway is giving \$2 million in grant support to the Marine Nuclear Propulsion System (dubbed MarNuPS) project, led by the Norwegian



subsidiary of American reactor company Emerald Nuclear. Emerald Nuclear is a microreactor startup aimed specifically at ship and barge-based applications. It is run by a nuclear engineer with aerospace experience, and has a former Naval Reactors officer on its board. Like many modern microreactor designs, its "GEM" concept would run on TRISO coated uranium fuel pellets, with refueling via reactor swap-out at five to 15-year intervals. Its business plan is based on reactor leasing rather than sales, the firm told Alaska's KNOM earlier this year. Other partners in the project include OSV operator Island Offshore, Emerald's first commercial customer; Fincantieri-owned specialty shipbuilder VARD and Vard Electro; NTNU, a leading center of shipping-technology research; Imperial College London; and machinery-monitoring firm Maskindynamikk. The grant contribution is a small component of the total project cost, expected to come to about \$15 million in the first phase of research. "This award is evidence of validation and momentum rather than the scale of the ambition," said Hallgeir Juliebø, Emerald's co-founder and CCO. "This support gives the program additional backing as we move from design and analysis towards building and testing a complete integrated system." (Source: Marex)

DAMEN SIGNS WITH LITHUANIAN NAVY FOR POLLUTION INCIDENT RESPONSE AND SEARCH AND RESCUE VESSEL

Damen OPV 6711 to perform vital emergency response duties in the Baltic Sea Damen Shipyards



Group has signed a contract with the Lithuanian Navy for a Pollution Incident Response and Search and Rescue (SAR) vessel based on the Damen Offshore Patrol Vessel (OPV) 6711. The public procurement was organised by the Environmental Projects Management Agency under the Ministry of Environment. Operated by the Lithuanian Navy, the vessel will replace an

existing unit in the fleet and significantly strengthen Lithuania's ability to respond to emergencies at sea. The ceremonial signing event took place in Vilnius on 29 October 2026 with a signature by Robertas Kaunas, Minister of National Defence, on behalf of the Lithuanian Ministry of National Defence; Ieva Andriulaitytė, Minister of Environment, on behalf of the Lithuanian Ministry of Environment; Gvidas Dargužas, Director of the Environmental Projects Management Agency, on behalf of the Environmental Projects Management Agency; General Raimundas Vaikšnoras, Chief of Defence of Lithuania; Captain (Navy) Tadas Jablonskis, Commander of the Lithuanian Navy; H.E. Caecilia T. M. Wijgers, Ambassador of the Kingdom of the Netherlands; and Bram Langeveld, Damen Chief Commercial Officer, on behalf of Damen. The new vessel will support the Lithuanian Navy in pollution response, search and rescue and a broad range of other maritime security tasks. The OPV 6711 is a proven and versatile platform that can be tailored to a wide range of operational profiles.

Combined capabilities The vessel brings several essential capabilities together in a single hull. Its primary missions will be pollution incident response, supported by a FiFi 1 firefighting system and DP1 dynamic positioning. Search and rescue missions are supported by two davit-launched boats that will be carried onboard. The vessel can accommodate up to 50 survivors, with medical care provided in a dedicated onboard treatment facility. A large working deck with a centreline crane allows operations on either side of the vessel. The deck offers storage for up to six 20-foot containers of 15 tonnes each, served by a container transfer system



located below the helicopter deck. The helicopter deck is suitable for a wide range of helicopters up to the size of a Sikorsky UH-60 Black Hawk, enabling evacuation, including MEDEVAC, and vertical replenishment (VERTREP) missions. A lowered platform at the stern allows the vessel to conduct emergency towing. **Modular mission capability for the future** Beyond these core roles, the vessel's potential for container-based mission system gives the Lithuanian Navy a modular future ready capability. The OPV 6711 can also embark a wide range of containerised mission modules in various domains – for example for unmanned systems, mine countermeasures, hydrographic survey, command and control, diving support, medical support or humanitarian assistance and

disaster relief (HADR). As such, the vessel is a first step towards a future, highly flexible naval force in which the Navy, operating jointly with the wider Lithuanian Armed Forces. *Performance and seakeeping* The 67.3-metre OPV 6711 combines a top speed of 23 knots with a range of 8,000 nautical miles. With a total crew capacity of 24, the vessel offers accommodation for additional personnel, such as embarked mission specialists. Damen's Sea Axe bow ensures comfortable and efficient operations in demanding sea states, while the ice-class 1D hull is designed for operations in Baltic conditions. (PR-Damen)

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DAMEN SHIPYARDS TO CUT 225 JOBS



Dutch shipbuilder Damen Shipyards has announced it will cut 225 jobs in the Netherlands for efficiency reasons. Compulsory redundancies have not been ruled out. Trade union CNV calls the plans a 'cold shower for employees'. Damen states it is the next step in implementing its strategy to make its organisation simpler and more efficient. The 225 layoffs are planned across various Damen companies in

the Netherlands over the next twelve to eighteen months. The company currently employs about 4000 people. Damen expects that a significant proportion of this reduction can be achieved through natural job attrition. However, compulsory redundancies cannot be ruled out. It is not yet known which divisions will be affected or whether the job cuts will involve office staff or shipyard workers. *Changing circumstances* The environment in which Damen operates continues to change. Markets are highly competitive, while geopolitical developments affect customers, suppliers and the supply chain. This next step in Damen's strategy is intended to ensure that the company remains healthy, competitive and future-ready over the long term. Arnout Damen, CEO of Damen Shipyards Group: 'This is a difficult message, especially given how hard our colleagues have worked in recent years to build a stronger Damen. It is precisely from this stronger foundation that we also need to look ahead. We are not changing course. This is the next step in implementing our strategy: building a stronger and more efficient Damen that can continue to invest, compete and

respond to the needs of our customers. Knowledge, expertise and entrepreneurship will remain the foundation of Damen.' In June this year, Damen lost the order to build F126 frigates for the German navy. The German Ministry of Defence cancelled the F126 project because of significant delays, cost overruns and what it described as unforeseeable risks. The shipbuilder is now seeking almost EUR 4.7 billion in damages from the German government. *CNV: 'Damen restructuring comes as a cold shower'* According to trade union CNV, the announcement 'comes as a cold shower for employees.' Tom Zwijnenburg of trade union CNV adds: 'Everyone here is working incredibly hard to keep Damen on course despite changing circumstances. So it hits hard to hear that you could become a casualty of an efficiency drive.' Because compulsory redundancies have not been ruled out, the trade union will try to 'ensure that as many people as possible can be redeployed within Damen's various divisions,' adds Zwijnenburg. 'And for those who ultimately lose their jobs, there must be a good social plan to cushion the worst effects.' *Social plan* Damen has invited the trade unions to enter into discussions on a social plan. The relevant employee participation and consultation procedures will be followed with due care. The works councils have been informed of the proposed changes. Damen further states that in recent years, it has 'sharpened its market approach, improved risk management and further optimised collaboration across the organisation. This has created a stronger foundation and delivered better, more predictable results. Building on this foundation, Damen will continue to invest in its people and in technology, including IT, digitalisation and AI.' (Source: SWZ/Maritime; Photo: SJ de Waard)

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1. Several updates on the News page posted last week:
 - [Sanmar-delivers-new-harbour-tug-to-long-standing-bulgarian-partner-rtc](#)
 - [Sapor-Shipbuilding-Industries-delivers-two-powerful-tugs-to-Winning-group-for-operations-in-Guinea](#)
 - [Boluda-Towage-names-Damen-asd-tug-2813-VB-Marte-in-Genoa-ceremony](#)
 - [Sanmar-delivers-18th-tug-to-Saam-Towage-strengthening-partnership-across-the-Americas](#)
 - [Sanmar-delivers-powerful-escort-tug-for-Med-Tugs](#)
2. Several updates on the Broker Sales page posted last week.

(New page on the website. If you are interested to have your sales on the website)
(pls contact jvds@towingline.com)
3. Several updates on the Newsletter – Fleetlist page posted last week
 - [Wilson Sons - Brazilie](#) by Jasiu van Haarlem (new)
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